## THE MISSISSIPPI

Practicability of Creating a Permanent Navigable Channel.

VARIOUS METHODS EXAMINED

Estimated Cost of Each Plan of Improvement.

THE CHEAPEST PROJECT.

Majority Report of the Board of Engineers Favoring the Jetty System.

WASHINGTON, Feb. 3, 1875. Under an act of Congress approved June 23, 1874, a board of engineers was appointed by the Secretary of War in the month following to make "a survey of the mouth of the Mississippi River, with a view to determine the best method of ob-taining and maintaining a depth of water sufficient for the purposes of commerce, either by a causal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river." The report of the Board was made to the Secretary of War on January 13, and by him transmitted to the House of Representatives on the next day. A very brief summary was then published, but the subject is one of so much im-portance that we deem the report worthy of pub-lication in extense. The following is the docu-

portance that we deem the report worthy of publication in extenso. The following is the document:—

\*\*THE REPORT.\*\*

\*\*New York, Jan. 13, 1875.\*\*

SIR—The Board of Engineers, constituted under section 3 of an act of Congress, approved June 23, 1874, having completed its labors, has the honor to submit the following report:—

The act of Congress referred to required that the Board should make plans and estimates for the cost of obtaining and maintaining a feeth of water sufficient for purposes of commerce at the mouth of the Mississippi River, either by a canal from said river to the waters of the Gull, or by deepening one or more of the natural outlets of said river, and to report the same, together with their opinion thereon, showing which of all said plans they deem preferable.

The Board was ordered by the Secretary of War to meet on July 20, 1874, at New York city. It met on that day and commenced its duties.

As there has oeen no example in this country of the improvement of a large river mouth so as to give an outlet to the sea with much deeper water than naturally exists on its bear, the Board, in its consideration of what experience has elsewhere snown to be practicable in such a case, has lound its only examples in the mouths of European rivers.

There has been great difference of opinion among engineers, not only in this country, but in Europe, as to whether the best method of securing a deep water outlet from a sediment-bearing river which empties, like the Mississippi, the Vistula, the Danube and the Rhone, into a nearly itdeless sea, is by jettels or by a lateral canal.

At the Visiula, after vain attempts for many years to improve the natural mouth, the river formed a new outlet, and the old one, turned into a lateral canal, has long given the needed waterway to the important port of Dantale.

At the mouth of the Danube, after the canal system and the jettees, made permanent, give an Admirable outlet to the Danube, after the canal system and the jettees, made permanent, give an Admirable outlet to

which is more than adequate to the wants of commerce.

While the results were so contradictory, the information at the command of the Board about the above named foreign rivers was, except for the Danube, not recent and very meagre.

The interests involved in the proper improvement of the mouth of the Mississippi are so great and the work so costly that it is imperative to obtain the best possible knowledge and judgment as to the method to be adopted. Accordingly, in order that the opinion of the Board should be based on a full knowledge of what has been done and of the latest re-ults obtained also where in this most difficult branch of engineering, it was decided to visit the months of the rivers mentioned, and, as bearing on a canal and harbor, also the North See, and Sues Canal.

The result of these examinations abroac, while additional information has oeen gained on almost every point relating to the proplem before them, has been to largely strengthen their estimate of the value for jettees at the mouth of the hississippi River, of the isscine dikes used in Holland of the Rhibe.

Alter returning from Europe the Board met in

of the Rhipe.

After returning from Europe the Board met in New Orleans, spending about three weeks, of which eight days were employed in examinations at the mouths of the Mississippi River and at the site jor a canal proposed by Captain Howell.

After this history of the proceedings of the Board the conclusions reached will be given.

Board the conclusions reached will be given.

A number of locations for a canal were considered by the Board, among which may be mentioned the one proposed by Captain Howell, near Fort St. Philip; one leaving Pass a l'Outre, about six miles inside of its bar, and running north into deep water; one leaving Southwest Pass, about six miles inside of its bar, and running into the south Pass at its head by a dam and entering it by a canal and lock from the Southwest Pass, and opening its mouth by dredging, the mouth being protected by jettees.

The advantages of the sites at Southwest Pass and Pass a l'Outre are, that the difference of water level at the two ends of the canal will rarely exceed a foot, and may often be so small that the use of the lock-lit would be unnecessary; that the canals would be only about three miles long, and, being near navigable passes, all light drangat vessels would go through the passes; and that these canals would debouch into deep water at once, while at a distance of six miles from the Guiffoutlet of the Fort St. Philip Canal there are only twenty-eight feet of water at low tide.

The objection to the site at the Southwest Pass is that its debouch would graduanty sit up in the advance of the delta and that the cost of the harbor covering its entrance would be excessive. The same objection of excessive cost for protection of entrance applies to the site at Pass a l'Outre, while the proposed outlet of the Fort Saint Philip Canal is largely protected by Sable Island and does not need expansive works to cover its entrance. The sites below the Head of the Passes do not give the same promise of permanence at that near Fort St. Philip. The plan of canalising the South Pass would involve the difficulty of opening and keeping open its mouth, which is the main difficulty should rettee that in the viginity of Fort St. Philip.

plan of canalising the South Pass would involve the difficulty of opening and keeping open its mouth, which is the main difficulty should jettees be applied.\*

After a careful consideration of the several sites that in the violity of Fort St. Philip was adopted, with one dissenting member. Aside from the question of cost it offers greater hopes of permanence than the other sites. It does not seem probable that the river will ever deviate very far from its present position at the head of the proposed canal, and a comparison of the twenty four foot curves at Suble Island on Talcott's map of 1838 and Captain Bowell's map of 1878 show no important change. The Board desided, then, that the canal, for which plans and matimates should be made by them, should leave the Mississippist a point about five and a nair miles below Fort St. Philip at such an angie with the fiver that vessels would be able to enter it estily; that about a mile from its teginning there should be a besin of 1,000 by 2,500 leet; that belore reaching the basin, and near it, there should be a look 500 leet long between its miter-sile, of 65 leet clear width and with 27 leet of water on its miter-siles at mean low tide; the part of the lock in the vicinity of the gates to be of masonry, on a piled lopadation, with heavy grillage; the rest of the prism of the lock to be of sarria with revetted slopes of one upon oas; guard to be of masonry, on a piled lopadation, with heavy grillage; the rest of the prism of the lock to be of sarria with revetted slopes of one upon oas; guard to be of masonry, on a piled lopadation, with heavy grillage; the rest of the prism of the lock to be of sarria with revetted slopes of one upon oas; guard to be of masonry, on a piled lopadation, with heavy grillage; the rest of the yrism of the lock to be of sarria with revetted slopes of the lock in two horizontal, allowing the step of water in the Gulf, and widening to 1,400 leet at 24 leet of water in the Gulf and widening to 1,400 leet at 24 leet of water; beyond the depth

canal between the Southwest Pass and East Bay has a decided advantage ever the Fort St. Philip site.

The canal is about six miles and one-third long, passing through a country of which no part is more than three feet acove tide, and much of its route hes through stablow ingcons. At two or three feet below the surface, the delta at and below the surface, the delta at and below the site of the canal is everywhere of bluish mud or clay, into which a pole can be thrust by hand from five to filteen feet. On the bars the wave action has slitted out and jet the coarser sand in thin javers, and such strata, perhaps from the same cause, are lound elsewhere in the delta.

Borings loo leet deep show the same clay, becoming more compact, and mixed with occasional sand. At Fort St. Philip Canal, low water of the river is 0.7 feet above the mean level of the Gulf, and nigh water 7 feet above the same plane. It is estimated that high water of storms at Sable Point is sometimes 7 feet above mean level of the Gulf. The lock is therefore planned for a lift of 7 feet; but as the water at Sable Point will never be higher than that of the river at the other end of the canal, except for a lew hours during violent storms, no provision is made for locking down into the Mississippi. Guard gates near the lock are provided to prevent currents rusning in either direction through the canal.

For details as to plan of canal and est mates, see Appendix A.

II.—Deepening NATURAL OUTLET.

The methods which have been proposed for opening a pussage through a bar at one of the mouths of the Mississippi are two:—

First—By stirring up in some way the material of the bar, so that the current shall sweep it away into deep water.

Second—By confining a mouth of the river by jettees on the bar, so that, aided if necessary by dredging or stirring up, the water shall be able to scour a channel through the bar, and to maintain it when once formed.

Judging from the results thus is robtained, the Board to of the pointon that no admissible ex-

scour a channel through the bar, and to maintain it when once formed.

Judging from the results thus far obtained, the Board is of the opinion that no admissible expenditure of money can permanently maintain by the stirring process a depth of twenty feet at mean low water at the mouth of the Mississippi; and as they do not consider this an adequate depth they deem the first process named inadmissible.

ninconsidering the meined by letties, it may be not the months of the Mististaph is based, on examing a map of the months of in river part of its interfere has a marry contain which on the part of the interfere has a marry contain which on the part of its interfere has a marry contain which on the part of its interfere has a marry contain which on the properties. The cause of this cauge seems to be its south of the part of the contain which can be proported. The cause of this cauge seems to be its south of the part of the contain which and so tends to diverge, the stream that occoming a marry contains the part of the part of the part of the contains the part of the

RAPID TRANSIT.

Meeting of the Aldermanic Committee Yesterday.

VIEWS OF CITIZENS.

The Society of Engineers Hear and Discuss a Long Report.

The special committee of the Board of Aldermen which was appointed to hear the arguments of some of the many persons who favor the accom-plishment of rapid transit, and of the many inplishment of rapid transit, and of the many in-ventors who have plans by which they are con-vinced that that good result can be achieved, and finally to report their convictions as to the proper means to bring about speedy travelling in this city, met yesterday afternoon at haif-past one o'clock. All the members of the committee were present—Mesers. Purroy, Shandley, Cole, Billings and Howland. The Common Council Chamber was crowded with interested persons. Capitalists was there and inventors with many health was the

ME. S. E. CHURCH'S VIEWS.

When the meeting was opened Mr. S. E. Church rose to speak. Mr. S. E. Church has for many years been interested in plans by which rapid transit was expected to be brought into exist-ence. He has spent much time in arguing before be considered as an efficient worker to realize rapid transit. He said in his speech yesterday alternoon that there is no question before the community upon which there is an opinion so favorable as the subject of rapid transit. It is surprising that, when the amount of inventive and mechanical skill in this city is considered, no plan has been devised to conquer the objections and the opposition of routes to a rapid transit road. He considered the subject the most important that has ever been the subject the most important that has ever been broached in this city. If the Corporation had invested \$10.000,000 in 1880 in a railroad calculated and made capable to carry people from one end of New York Island to the other in a reasonable time it would now save \$33,000,000 in taxes and assessments. By not making such an invest-ment—by not providing the people of this city with such accommodations as they needed, and need still more now—Mr. Church considered that the city of New York had lost more than 100,000,000. The City Treasury ought now to contain part of the valuable results of a successful rapid railroad scheme, expressed in millions of

improvement \$7,942,110
The Board also made an estimate of the coat of improving the Southwest Pass, the result of which is as 1010 ws:
First cost of improving Southwest Pass by jettles.
Average annual cost of extension, \$390,000, which, capitalized at five per cent, is.

7,800,000

would offer no locks (hable to do or suffer injury) to delay the passage of vessels through it. It would give an ample unobstructed waterway to commerce in place of a narrow and obstructed one.

If the question of cost and maintenance be considered we have for the canal \$11,514,200 against \$1,504,210 for the South Pass.

The only remaining question is whether the two plans can be executed and maintained at about the estimated costs.

For the canal the difficult points are to maintain a coffer dam and secure a stable foundation on which to build the massonry. By proper examinations it is believed that sites can be cound where owner dams can be maintained, and although the masses of masonry are heavier than any which have been built in that region without settling, it is believed that, by the plan proposed, injurious settlings would be prevented. The Board is, therefore, of opinion that the canal can be built at the estimated cost.

In the improvement of the South Pass the difficult points are the control of the water entering it, the removal of the stocal and the maintenance of a channel at its head and the execution and maintenance of that part of the jettles lying outside of the outer creat of the bar. While the proper method of control of the water at the head of the South Pass must be learned mainly by trial, great difficulty is not anticipated, as such control was readily obtained on the Sulina. The construction and maintenance of the past is a difficult work, in which there will be contingencies arising from the action of heavy storms, either on the jettles themselves or on the material on which they rest, and from settling. A liberal allowance has been made for such contingencies, and the Board sees no reason to increase its estimate. Indeed, it is of opinion that experience in construction may very probably show that the creas section of the dises may be reduced, thus lessening the cost. If the jettles are constructed and maintained, the ends being prolonged as becomes necessary, the Board has no doubt h

Lieutenant Coionei of Engineers, Brevet Brigadier
General United States Army,
C. B. COMSTOCK.

Major of Engineers and Brevet Brigadier General.
HENRY MITCHELL,
United States Coast Survey.
T. E. SICKLES.
W. MILNOR ROBERTS.
H. D. WHITCOMB.

THE MINORITY REPORT.
I concur in so much of the report as refers to the selection of the South Pass for the trial of the jetty system of improvement, if that system is to be adopted; also, to the plans and estimates for both canal and jetties; but a., in my judgment, the chances of success of an attempted improvement of any one of the natural outlets of the river do not justivy the recommendation of the Board, I have withheld my signature from the report.
If an adequate and permanent channel could be obtained at any one of the passes it would, no doubt, be preferable to the proposed canal.

As the ship canal project does, in my judgment, offer reasonable chances of success, I must give it the preference over the jetty project recommended by the Board.

E. G. WKIGHT,
Brevet Major General.

Brevet Major General.

Brevet Major General.

Hon. W. W. BELENAP, Eccretary of War, Washington, D. C. THE STREETS YESTERDAY. ANNOYANCES TO PEDESTRIANS-TRAFFIC AND

Snow and rain, the one following closely on the heels of the other, and coming down with a steady, copious drip through the live-long day, makes misery for human kind and irreparable

makes misery for human kind and irreparable damage of shoe leather. Yesterday was a sad, sorry day. The walking was bad as bad could be. The outlook from hall door and window was depressing in the extreme, and the street care, never very comfortable, smelled worse than ever—something like an audient stable, where the mould and damp had accomulated in many pesceful years. Out of evil occasionally cometh good, and the rain that made so many

mi-erable insensibly performed the proper duty of thousands of dilatory householders. It washed their duorsteps and sidewalks clean, and when the bright skies come again and the sun shineth, the dagways will appear as if awept with a cham-

the bright skies come again and the sun shineth, the flagways will appear as if awept with a chambermaid's broom. Every min who walked Broadway appeared to carry an umbreils, and as the u-ual downtown tide set in a singular sight might be observed from any elevation. The long stream of umbreils several miles long shut out from above the least glimpse of the sidewalk.

The streets were in a most snocking and disgraceful voudition, and not only was pedestrian tavel hindered but business tradio occame gracely impeded. At an early hour the heavy storm of rain began, accompanied by wind from the southeast, so that it was not long before the crossings were almost impassable to those who ad not wear knee-high bouts. The calverts were completely closed with ice, and the torrents or water that ran through the streets were sept above ground, until at length the iront of whole blocks was flooded.

Bro.dway was clean enough, owing to recent operations of the Street Cleaning Department; but on all of the cross streets the situst was a great annoyance. In Nassau and William streets the show and los formed dams, which diverted the water to the sidewalks, and in several lostances the streams ran into cellars and basements, dashing much damage, John street, Maiden lane, Lucerty street and even Pine, were gimost impassable to ordinary pedestrian travel, and some amusing scenes were quanted when an unfortunate inst his icot and even Pine, were gimost impassable to ordinary pedestrian travel, and some amusing scenes were quanted when an unfortunate inst his icot and seven Pine, were gimost impassable to ordinary pedestrian travel, and some amusing scenes were amusing to the sufferers. In Chambers street, near the junction or hindson street and west Broadway, the soft show and water was over a not deep, while all along that side of the city the payements were every were covered with shush, the same could not get an mountains in front of every door. Saldom have the alrests been in se were door.

sembly, and explained how the recent amend-ments to the constitution affect it. He was clearly favorable to the Greenwich street Elevated Railroad, which, he said, it was intended to extend and widen, so that it should have two tracks. By this means, Mr. Church said, the facility of travel on this road will be greatly increased. Besides these improvements, arrange-ments are to be made which will do away with the street railway. The track will be so guarded that even if a car should run from it the vehicle would not tall to the ground with sufficient force to injure its occupants. Mr. Church said that he felt not iall to the ground with sufficient force to injure its occupants. Mr. Church said that he felt that private capitalists would never build a proper lapid franate railroad, and, therefore, he referred the construction of such an institution to the city. The power of the street horse car railway outporations is too great for any private association to overcome it. The existing slow transit companies opposed the Gilbert, the underground and several other sonemes. Consequently they were not built, though it was certain that any of those schemes, if put into active operation, would have returned nandsome revenues. The city, then, as the only formidable power that can oppose the monopolists and the oppressors of rapid transit plans, the length of this city. Mr. Church continued:—It may be said that corruption will fourish if the construction of this necessary railroad is put into the hands of the city officers. He said he did not lear that result. He was urged to have considence in the action of the public officers of the city by the result of the Choton Aqueduct scheme. He remembered that when that great work was propose, it was denounced as a swindle; and also that money was subscribed in the city to defeat De Witt Clinton's grand project of the Eric Canal. He was convinced that the city was the proper party to assume the construction of the rapid transit road, and the only party with power to overcome the influences opposed to that applied from the Estery to Harlem, and leave no money to be misapplied. He concluded by urging that the Aldermannic committee snould report that the city government should undertake that great need of the people—the opportunity to speedly go from end to end of the city.

Mr. E. Schmidt wa

go from end to end of the city.

MNER Sohmidt was the next speaker, and a very earnest, but amusing one. He explained that he had a plan by which rapid transit could be accomplished, and he urged that this is a time to use much and a plan by which rapid transit could be accomplished, and he urged that this is a time to use much and a plan by which rapid transit could be accomplished, and he urged that this is a time to use much a formation in the much and a county of the co

hence he favored elevated railways of about fourteen feet high and sixteen leet wide, with two
tracks. In conclusion he advised that the work of
providing New York with rapid transit roads he
taken in hand by the city anthorities, and again
warned the committee of the opposition which it
and everybody that tries to effect quick transportation of our citizens from point to point must meet
from powerius and alert foes, who will openly and
in secret make determined and strategic afforts
to over-know their plans.

Air. J. C. Leo, an inventor, made a speech
shedding but little light upon the mind-harassing
problem how to effect rapid transit. After he had
concluded Alderman Purroy announced that the
session of the Aldermanic Committee was adjourned until Saturday afternoon at one o'clock.

The members of the Chamber of Commerce will
meet to-day, and during their proceedings will
probably discuss the subject of rapid transit. The
"Brake project" will probably be commended to
the Chamber, and draw out an expression from
that body lavorable to it.

THE CIVIL ENGINEERS' GRAPPLING WITH THE

much attention from the American Civil Engineers' Society, of which Julius Adams, of Brooklyn, is President, and Mr. Leverich Secretary.
Last iall the society appointed a committee, consisting of Messrs. Chanute, of the Eric Railway,
Charles R. Graham, of the Department of Docks,
and other gentlemen, to make a special report upon the subject. This report, the result of great labor, as stated in the HERALD yesterday, was to be presented to the society yesterday afternoon, being already printed, with copious statistics. The meeting of the society, which was largely attended, lasted from one o'clock until after gas-

attended, lasted from one o'clock until after gasight. Only members were admitted. It was ascertained from Mr. Leverich, the Secretary, that the report would not be given to the public or to reporters until the society had passed upon it.

A member of the society about hall-past two came out and informed a friend that the report of the committee then under discussion stated that they could not adopt any specific plan submitted by the advocates of the various plans, as, in their opinion, from the nature of the ground to carry out rapid transit to a success the road must, in its several sections, combine the underground, surface and elevated plans. The committee's report showed that they had agreed upon a general scheme, which was under discussion. Late in the session the secretary announced to the representatives of the press present that no part of the proceedings would for the present be given to the proceedings would for the present be given to the proceedings would for the present be given to the proceedings, would probably be referred back to the committee. To these gentlemen, who are certainly experienced engineers, the public will look with interest for some well-devised and carfelily prepared scheme for the solution of the difficult question that has alike defled capitalists, law makers and inventors.

MEETING OF THE ASSEMBLY COMMITTEE ALBANY, N. Y., Feb. 3, 1875. The Committee on General Laws of the Assembly, to which the question of rapid transit was referred, has appointed a sub-committee, consist-of Messra. Kennaday, T. C. Campbell, McGowan and Seward, who will sit in the Chamber of the Board of Aldermen at New York, on Saturday next, at twelve o'clock noon, to hear all persons who may desire to submit to them any views on the subject of rapid transit.

> ELEVATE THE TRACES. NEW YORK, Feb. 2, 1875.

NEW YORK, Feb. 2, 1875.
TO THE EDITOR OF THE HERALD:—
Will you be kind enough to allow me to ventilate
my ideas in regard to the blocking up of our
streets by the railroad companies and to suggest a remedy? As things are at present the railroads, after every fall of snow, in order to clean their after every fall of snow, in order to clean their tracks, pile it (the snow) on both sides, completely blocking up the street for travel, unless immediately on the tracks. Now could not a law be passed compelling every street railroad to build an elevated track similar to the Greenwich street one, which has proved so successful, and then take up the tracks from the streets, leaving them for the purpose originally intended. It does not seem to me to be an unreasonable proposition, and in the end the railroad companies would be the gainers, as in the first place they would not have to pay for cleaning snow from the tracks, and in the next place no horses need to be employed, as steam could be used, thereby doing away with six horses on each car, and also requiring lewer cars.

CONSTART READER.

NEW JERSEY LEGISLATURE.

In the evening session Mr. McGill intro-

viding for the opening of Reformatory Schools three hours every Sunday morning, by clergymen of all denominations, and authorizing trustees to provide separate accommodations therein for religious instruction to children of different creeds.

Austin H. Patterson elected Clerk to fill the vacancy occasioned by the expulsion of Carpenter.

vacancy occasioned by the expulsion of Carpenter.

Never since the time of the memorable struggles which the people of New Jersey made through their Representatives in the Legislature to throw off the yoke of railroad monopoly which was rushlessly fosted on them was there so much intense excitement created in the legislative halls at Trenton as yesterday when the report of the Carpenter Investigating Committee was being considered and finally acted upon.

Long before the time appointed for the report being called up for consideration the galleries and floor of the House of Assembly and the lobbies and corridors leading thereto were densely packed with spectators.

At a quarter to eleven o'clock the Speaker announced that the report of the committee was the special order for that time, whereupon Mr. Pitzgerald moved that it be taken from the table and read by the Clerk, which was agreed to. The report condemns Mr. Carpenter, Clerk of the House, for a transaction which is called "disreputable and reprehensible," in relation to the appointment of his sub-clerks, and contains a resolution:—"Fhat the office of the Clerk be and the same is hereby declared vacant."

Mr. Dodd moved the adoption of the report, and after some remarks, by Mr. Mitsgerald, in Invor of it, and Messrs, E. F. McDonnell and T. S. Henry against, the roll was called and the report declared adopted by the following vote:—

Affirmáte.—Messrs. Carpenter, Carrollton, Carsellan, L. Conover, W. V. Conover, Dold, Jowdawy, Doyle, Edmunds, Pitzgerald, French, Goble, Gordon, Haisey, Hendrickson, D. Henry, R. N. Herring, Kinnard, Kirk, Lodge, McGill, Moffatt, Morrow, Owen, Fatterson, Fayne, Pope, Rabe, Scovel, Swing, Taylor, Teed, Toffey, Torber, Van Cleef, Vandrelbit (peaker, Voorhees, Warrington, Wilson, Woodraff, Youmsen, Bird, Blancke, Bogert, Carey, Gill, T. S. Henry, H. C. Herring, Magee, McDonald, McDonnell, Shaum, shearen, Ekrilinger, Sulphen, Swayza and Wyckon—If.

Mr. McGill then offered a resolution—"That Stephen H. Sayre and Charles Y. Bamiord b

THE OBSEQUIES OF NELSE SEYMOUR

The inneral obsequies of the late well known so:or, Nelse Seymour, have been postponed until Sunday next, in consequence of the inability of some of his relations, who are absent from the some of his relations, who are absent from the city, to assist at the services. There was a proyocation to postpone the ball of the Order of Elks in consequence of his decease, but after due consideration of the disappointment that would be occasioned to the public the members of the lodge have determined to sink their sorrow, inamuon as the ball has been looked forward to by their friends, who, they believe, are entitled to some consideration in the matter. The ball will therefore take place this evening.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature during the past twenty-four hours, in comparison with the corresponding date of last year, as recorded at Hudnut's Pnarmacy, Heraid Building, New York:—

1874, 1875.

3. M. 21 33 8:30 P. M. 32 45 6. M. 21 33 6 P. M. 31 48 9 A. M. 25 40 9 P. M. 30 49 12 M. 26 40 12 M. 28 43 12 M. 28 44 12 P. M. 28 43 Average temperature yesterday, 28 42 4 verage temperature for corresponding date last year.

FATAL ACCIDENT.

Miss Louisa Livingston, of Pieasant Valley, N. Alles Louisa Livingston, of Pleasant Valley, N.
J., aged sixteen years, a daughter of W. P. Livingston, died yesterday from the effects of a fish
bone which lodged in her throat while she was at
breakfast. Medical aid was at once procured, but
so firmly had the bone become weeged in the
young lady's throat that all efforts to duslodge it
proved unavailing, and she died, after hours of intense agony, at two evident.

WANDERING MARY.

Romantic Story of a Young Lady Found in the Cars.

RUNNING AWAY FROM ADOPTED PARENTS.

Heiress to Sixteen Thous sand Dollars.

ACTION OF THE LAW COURTS

RICHMOND, Va., Feb. 2, 1875. Philadelphia rejoiced about six months ago in the possession of a Virginia female waif in male attire, in search of a fortune; but now Richmond is agitated by the unexpected advent of a run-away "heiress," from the city of Erotherly Love, via Trenton, N. J. All that has transpired of the history of this "heiress" develops quite a series of romantic revelations, not the least of which is the fact that certain parties in Trenton, who formerly had control of her, and certain other parties here who now have possession of her, are each endeavoring by every imaginable means, the one to reclaim her, and the other to retain her. HOW MARY RAN AWAY.

here from New York on one of the night trains were attracted by the dejected air, thin clothes, and the solitary and friendless demeanor of a young girl in the same car, whose age could not have been more than fifteen. She had black eyes, dark hair, handsome and regular features and a fair complexion, but her face was expressive of great trouble, and evident mental tribulation.
These gentlemen soon approached her, and found,
after some cautious and careful coaxing, that
her name was Mary Henbest, that she was born in Philadelphia, had been an orphan for ten years, but was bound out by some benevolent institution to a Mr. Demmur, of Trenton, N. J., with whom she had been living; that this Demmur and his wife had treated her cruelly and that she had accordingly run away, resolved never to return to him again. She further related that the worthy Demmur was not so bad in his treatment of her as his wife, who used to make her do all the cooking, make the used to make her do all the cooking, make the fires, go to market, wait on table, wash up the dishes and often feed the horse; that she had no chance to obtain an education, and, having heard a great deal of this city, she made up her mind to come here first, then make her way to Florida, live in an orange grove, and when she became a rich woman to return to Philadelphia and look after her relatives. She told this story with 50 much frankness, seeming truthuluss and innocence, mixed with her tears, that the parties to whom she related her sorrows became interested in her, and they very kindly offered their services to look after her and sac that she can not fail into improper hands. Accordingly upon the arrival of the train here they fook charge of her and placed her under the care of the Board of Directors of the Spring Street Home, which is an institution here for the care and reformation of abandoned women, where she remained until within a few days since. It was soon ascertained by corresponding with parties in Philadelphia and Trenton that all the first said about her early life and history was strictly and exactly true in nearly every essential particular, excepting the cruel treatment, which Mr. Demmur positively denied, and which he further qualified by asserting that Mary was beloved by both is wile and self, and that she was treated the same as though she was their own daughter, in which relationship he had adopted her and had her regularly indentured to him, in order that he could exercise proper parental authority over her, and that she could not be interfered with by any meddling or interfering parties.

But the great additional information that was elicited by the series of letters that have since been written on the subject was that she was an "hereas" to some \$16,000 worth of property and napward. This gave to hary an additional charm, superior in every way to those previously discovered by the casartable gentlemen on the cars or the benevolent and excellent directors of the "Spring Street Home. fires, go to market, wait on table, wash up the

rectors of the Spring Street Home by counsel also. The Commissioner, at a loss to know what jurisdiction he had in the case, was informed by counsel for Demmur that he could act under authority of a law of Congress of 1793, and an act amendatory thereof passed in 150, familiarly known as the Fugitive Slave law. In response to thit counsel for the Richmond paries explained and read an act approved January 28th, 1864, showing that the Fugitive Slave law had been repealed, and there was now no statute under which Mary could be retained as an apprentice or a save. No Interter argument being advanced to sustain the claims of Mr. Demmur, the former master of the escaped "heiress," the case was dismissed, and the latter personage being left to her own choice unhesitatingly elected to remain with her new found riends in the South, where slavery does not now exist either practically, theoretically of even legally.

RISTORY OF MARY'S ADOPTION.

It appears that in November, 1370, Demmur applied to the Home for Destitute Children, a Cathonic Institution of Philadelphia, for a child which he wished to adopt. He was given Mary, and was told her antecedents were good; parents dead; that she had relatives who took no care of her; that she had been brought to the institution when five years of age; had once been adopted by a gentleman who islied in business; she was returned to the institution, where she had since remained. Demmur took her and professed to have treated her well, but she tells quite a different side of the state of the whole contract the had never contributed the smallest amount to the misistenance of mary or her sister and iour brothers. By his will, after making a lew small bequests, he left his whole fortune for the establishment of an asylum for infirm peoplet but the will having been made within thirty days of his death, by the law of Pennsylvania in relation to bequests it was declared void, and the cutter for the whole cattle of the whole cattle. Mary sortion was about one-thirteet of the whole state, say

between Third and Fourth avenues, is to have a fair shortly, and as it is the first one which has occurred in the parish for years a grans success is anisopated. The following sadies have interested themselves in the sair:—Mrs. John Bloran. Mrs. Keity, Mrs. Stanty, Mrs. Bart, Mrs. Del